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Case Docket No. 60,426-081 (Siemens 99P7948US01)

Date: September 27, 2000

Box Patent Application
ASSISTANT COMMISSIONER OF PATENTS
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Sir:

Transmitted herewith for filing is a patent application of

Inventor(s): Paul D. Daly

For: ACTIVE NOISE CANCELLATION SYSTEM WITH INTEGRATED HORN FUNCTION

Enclosed are:

- ☒ 2 sheets of drawings - ☐ Formal ☒ Informal
☒ An Assignment of the invention to Siemens Canada Limited
☐ A certified copy of a application.
☒ A Combined Declaration and Power of Attorney
☐ An associate power of attorney.
☐ A verified statement to establish small entity status under 37 CFR 1.9 and 37 CFR 1.27.
☐ PTO Form 1449 with copies of patents cited in specification. (IDS).
☐ This application claims priority to Provisional Application No. 60/162,918 filed on 10/29/99.

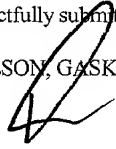
The filing fee has been calculated as shown below:

	No. Filed	No. Extra	Small Entity		Large Entity	
Basic Fee			\$345		\$690	\$690
Total Claims	10-20		X 9	\$	X 18	\$
Indep. Claims	3-3		X 39	\$	X 78	\$
Multiple Dep. Claim(s) Present						\$
			TOTAL		TOTAL	\$690

- ☐ Please charge my Deposit Account No. 50-1482 in the amount of \$
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- ☒ Checks in the amount of \$690.00 to cover the filing fee and \$40.00 for the Assignment Recordation are enclosed.
- ☐ The Commissioner is hereby authorized to charge payment of the following fees associated with this communication or credit any overpayment to Deposit Account No. 50-1482. A duplicate copy of this sheet is enclosed.
- ☐ Any additional filing fees required under 37 CFR 1.16.
- ☒ Any patent application processing fees under 37 CFR 1.17.

Respectfully submitted,

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Laura Combs

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jc914 U.S. PTO
09/670779
09/27/00

**ACTIVE NOISE CANCELLATION SYSTEM WITH
INTEGRATED HORN FUNCTION**

This application claims priority to United States Provisional Application No.

5 60/162,918 filed on October 29, 1999.

BACKGROUND OF THE INVENTION

This invention combines the function of a vehicle active noise cancellation system with the horn.

10 Vehicles are typically provided with a separate horn which is selectively actuated by an operator to emit an audio signal. Typically, an audio component is incorporated into or near the steering wheel of the vehicle. An operator actuated switch causes this component to emit a sound.

15 Recently, modern vehicles have been provided with active noise cancellation systems. An active noise cancellation system attempts to cancel out the engine noise resulting in a quieter overall ride. Thus, the systems are typically provided with a speaker, and a sensor for sensing the vehicle noise. A control determines an appropriate tone to cancel the sensed noise. The speaker is driven to emit a noise to cancel the engine noise.

20 Active noise cancellation systems are already provided with a complicated computer system, and they do not necessarily perform all of the functions that they could provide.

It is the goal of the present invention to combine the function of the horn with the active noise cancellation system.

25 **SUMMARY OF THE INVENTION**

In a disclosed embodiment of this invention, a control for an active noise cancellation system also communicates with the horn switch. When the operator

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actuates the horn switch, the speaker associated with the active noise cancellation system is the audio component that actually emits the sound.

In preferred embodiments of this invention, a system for providing the horn tone through the active noise cancellation system determines whether the vehicle is operational, or whether noise cancellation is ongoing. A control determines if the vehicle is not being driven, or if active noise cancellation is not ongoing. If not, a hardware component, preferably the CODEC which is already incorporating into the computer for the active noise cancellation system, is utilized to generate the noise through the speaker.

If cancellation is in progress, then a pause routine is preferably actuated. The pause routine pauses the cancellation for a period of time, and actuates the horn through the speaker.

With the above disclosed invention, the function of both the horn and the active noise cancellation system are incorporated into one component. Thus, the cost of providing the two functions is significantly reduced, as is the operational complexity.

These and other features of the present invention can be best understood from the following specification and drawings, the following of which is a brief description.

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a schematic view of a vehicle incorporating the present invention.

Figure 2 is a hardware flowchart.

Figure 3 is a software flowchart.

DETAILED DESCRIPTION OF A PREFERRED EMBODIMENT

A vehicle 20 is shown in Figure 1 incorporating an engine 22 provided with an active noise cancellation system shown schematically by the speaker 24. The speaker 24 communicates with a control 26 which further communicates with a control 28 for the vehicle. A steering wheel 30 receives a horn switch 32 which further communicates with the computer 28 for the vehicle. Alternatively, switch 32 can communicate directly with control 26. As is known, the active noise cancellation system and its speaker 24 and control 26 are designed to generate a particular frequency and volume of noise selected to actively cancel engine noise. Such systems come in a variety of structures and utilize a variety of algorithms. The present invention can be directed to any such system, and serves to incorporate the horn function into the active noise cancellation system by utilizing a single speaker for both.

As shown in Figure 2, in a hardware flowchart or logic, the first step is to determine whether the horn switch 32 has been actuated. If not, then no action is taken. If the horn switch has been actuated, then as can be best understood from Figure 3, a loop is entered to determine whether the actuation was inadvertent. In the hardware logic of Figure 2, the next step is to determine whether the ignition key 36 is on. If the key 36 is on, then the method proceeds to the next step of determining whether cancellation is in progress, such as shown at 38. If cancellation is in progress, then the next step is to enter a pause routine as shown at 39. The pause routine is best understood from Figure 3. If the ignition switch is off, or if no cancellation is in progress, then the horn tone is emitted from a hardware portion of the computer 26 for the active noise cancellation system. In particular, the CODEC,

which is typically a part of most modern computer based controls will be utilized to sound the horn.

As also shown, a hardware filter 34 is positioned adjacent the horn terminal switch to eliminate noise. The horn terminal portion of this circuit may be provided
5 by an op-amp. Whether cancellation is in progress or not can be provided to the hardware 38 by a single pin high or low. That is, a single pin high or low fed to the op-amp of this portion of the system.

As shown in Figure 3, to identify inadvertent activation, the system initially sets a variable to zero. If the horn signal is determined as being on, then a loop is
10 entered to determine whether it is on for a significant period of time. Thus, by determining if the switch has been on for a period of time, as shown in the loop of 40, (here greater than 10 loops) then the system proceeds to its pause routine. A shorter activation is identified as inadvertent, and no further action is taken.

If cancellation is determined to not be in progress, then the horn is sounded
15 as shown in Figure 2 at 41. If canceling is in progress, then the software pauses the canceling for a period of time. At that time the horn is sounded for a period of time. Typically, the horn would be sounded for a period of between 1 and 5 seconds. Cancellation is then resumed.

A worker in this art would be able to design the necessary software, and the
20 required hardware for this application is generally already available. It is functional interaction of the various components as described above which is inventive here.

The present invention thus discloses a method of combining the horn function with the active noise cancellation function. Although a preferred embodiment of this invention has been disclosed, a worker in this art would

recognize that many modifications would come within the scope of this invention.
For that reason, the following claims must be studied to determine the true scope and
content of this invention.

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CLAIMS

1. A system associated with a vehicle comprising:

an active noise cancellation system incorporating a control for
determining an appropriate cancellation function, and for communicating
5 with a speaker;

a horn switch to be selectively actuated by an operator of the vehicle;

and

said horn switch communicating with said speaker such that when
said horn switch is actuated by an operator, said active noise cancellation
10 speaker is actuated to emit a horn sound.

2. A system as set forth in Claim 1, wherein said control is provided
with a pause routine to pause canceling should canceling be in progress when a
request for a horn actuation is received.

3. A system as set forth in Claim 2, wherein hardware within said
15 control is utilized to actuate said speaker if canceling is not in progress when a horn
actuation is requested.

4. A system as set forth in Claim 1, wherein hardware within said
control is utilized to cause said speaker to emit said horn sound if said actuation
signal is received at a time when the vehicle key is not at an on position.

20 5. A system as set forth in Claim 4, wherein said hardware is also
utilized when said key is at an on position if cancellation is not in progress to cause
said speaker to emit said horn sound.

6. A system as set forth in Claim 5, wherein said hardware is a CODEC
incorporated into a computer associated with said active noise cancellation system.

7. A method of operating audio components on a vehicle comprising the steps of:

- 1) providing an active noise cancellation system for generating a signal through a speaker to cancel engine noise, and providing an operator horn switch for selectively requesting a horn signal to be emitted by said speaker.
- 2) receiving a signal from said horn switch requesting actuation of a horn signal; and
- 3) utilizing said active noise cancellation speaker to emit a horn signal upon receiving said signal request of step 2.

8. A method as set forth in Claim 7, wherein upon receipt of said request signal, said system determines whether cancellation is in progress, and enters a pause routine if cancellation is in progress when a horn request signal has been received.

9. A method as set forth in Claim 7, wherein a step is taken to determine whether a vehicle ignition is in an on position when the signal of step 2 is received, and if said ignition is not in an on position, then a hardware component of a computer associated with said active noise cancellation system is utilized to generate a signal to said speaker to emit said horn sound.

10. A system associated with a vehicle comprising:

an active noise cancellation system incorporating a control for determining an appropriate cancellation function, and for communicating with a speaker;

5 a horn switch to be selectively actuated by an operator of the vehicle;
and

said horn switch communicating with said speaker such that when said horn switch is actuated by an operator, said active noise cancellation speaker is actuated to emit a horn sound, said control determining initially
10 whether an ignition key is on and whether cancellation is in progress upon receiving a request for a horn tone from said horn switch, said control utilizing a hardware component to generate a horn tone through said speaker if it is determined that said ignition key is no on, or if said noise cancellation is not in progress, and a pause routine being entered in said noise
15 cancellation if said noise cancellation is on when a request for a horn tone is received.

ABSTRACT OF THE DISCLOSURE

An active noise cancellation system has a speaker which is utilized to generate sound to cancel engine noise, as is known. An operator horn switch communicates with a control for the active noise cancellation system. Upon
5 receiving a request from the operator for a horn signal, the control for the active noise cancellation system generates a horn tone from the speaker associated with the active noise cancellation system. If cancellation is in progress, the cancellation is preferably paused during the period of time when the horn signal is being emitted.

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Hardware logic upstream of digital logic

Hardware filter here to eliminate noise

This part of the circuit is only an op amp

Cancelling in progress is a single pin high or low fed to the op amp

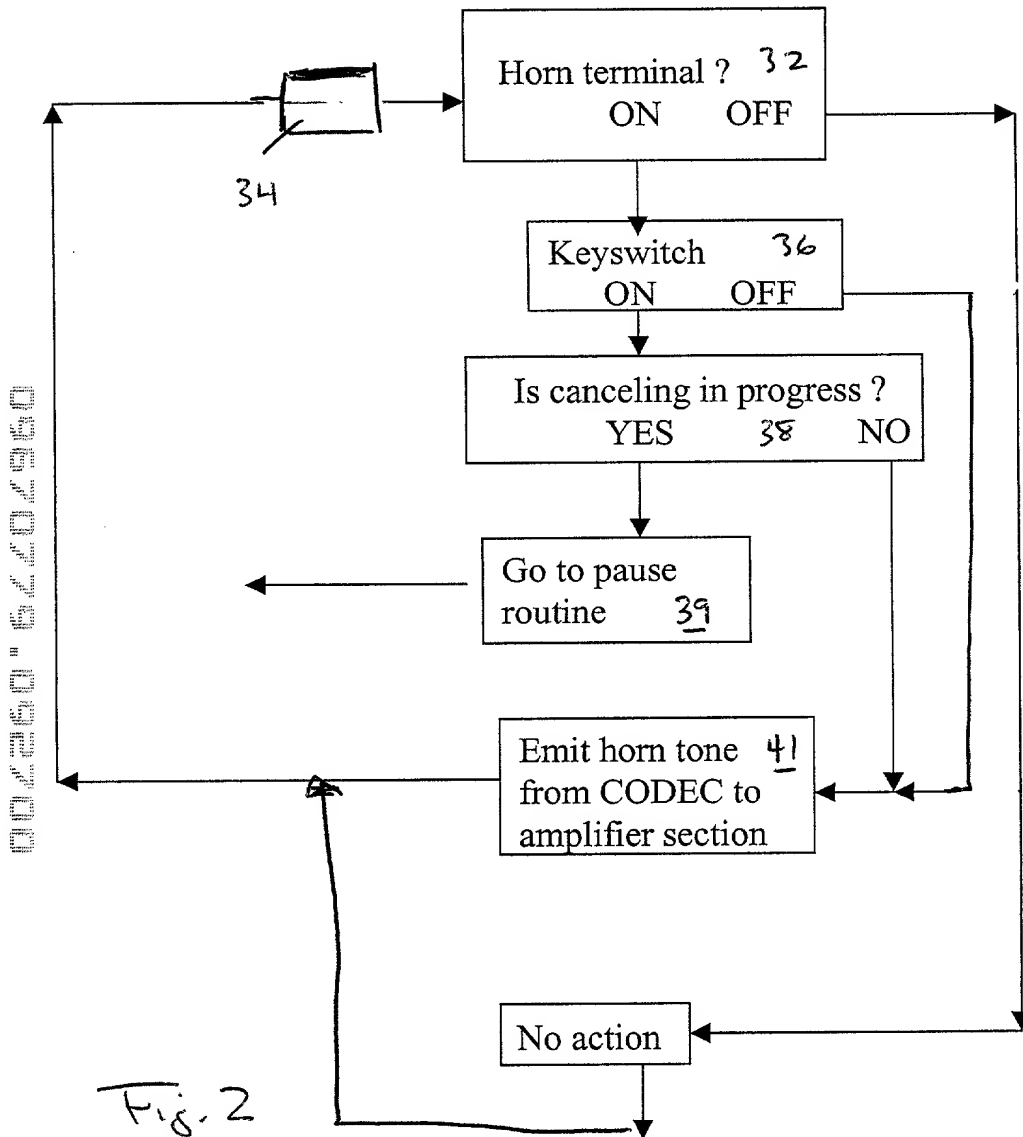


Fig. 2

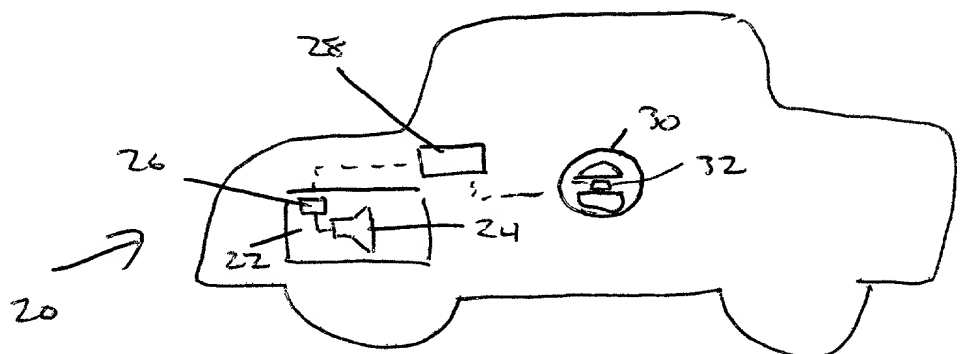
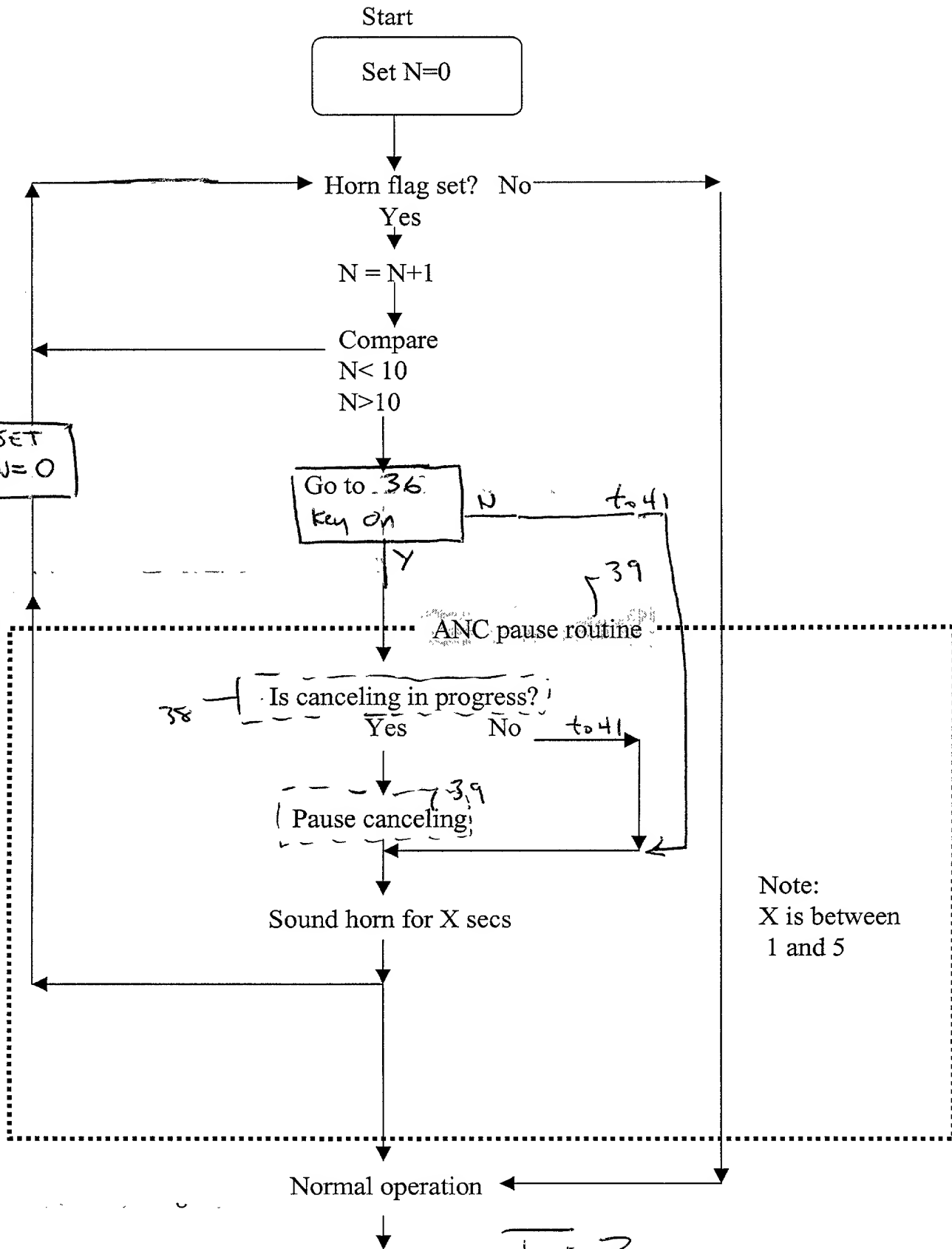


Fig. 1

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Note:
X is between
1 and 5

FIG 3

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**DECLARATION FOR UTILITY OR
DESIGN
PATENT APPLICATION
(37 CFR 1.63)**

☒ Declaration Submitted with Initial Filing OR ☐ Declaration Submitted after Initial Filing (surcharge (37 CFR 1.16 (e)) required)

Attorney Docket Number	99P7948US 60426-81
First Named Inventor	Daly
COMPLETE IF KNOWN	
Application Number	/
Filing Date	
Group Art Unit	
Examiner Name	

As a below named inventor, I hereby declare that:

My residence, post office address, and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

Active Noise Cancellation System With Integrated Horn Function

the specification of which (Title of the Invention)

☒ is attached hereto
OR

☐ was filed on (MM/DD/YYYY) as United States Application Number or PCT International

Application Number and was amended on (MM/DD/YYYY) (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment specifically referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR 1.56.

I hereby claim foreign priority benefits under 35 U.S.C. 119(a)-(d) or 365(b) of any foreign application(s) for patent or inventor's certificate, or 365(a) of any PCT international application which designated at least one country other than the United States of America, listed below and have also identified below, by checking the box, any foreign application for patent or inventor's certificate, or of any PCT International application having a filing date before that of the application on which priority is claimed.

Prior Foreign Application Number(s)	Country	Foreign Filing Date (MM/DD/YYYY)	Priority Not Claimed	Certified Copy Attached?	
				YES	NO
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

☐ Additional foreign application numbers are listed on a supplemental priority data sheet PTO/SB/02B attached hereto:

I hereby claim the benefit under 35 U.S.C. 119(e) of any United States provisional application(s) listed below.

Application Number(s)	Filing Date (MM/DD/YYYY)	<input type="checkbox"/> Additional provisional application numbers are listed on a supplemental priority data sheet PTO/SB/02B attached hereto.
60/162,918 99P7948US	10/20/99	

[Page 1 of 2]

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DECLARATION — Utility or Design Patent Application

I hereby claim the benefit under 35 U.S.C. 120 of any United States application(s), or 365(c) of any PCT International application designating the United States of America, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. 112, I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR 1.56 which became available between the filing date of the prior application and the national or PCT International filing date of this application.

U.S. Parent Application or PCT Parent Number	Parent Filing Date (MM/DD/YYYY)	Parent Patent Number (if applicable)

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Adel A. Almed	29,606	Robert T. Canavan	37,592
I. Marc Asperas	37,274	Joseph S. Codispoti	31,819

☐ Additional registered practitioner(s) named on supplemental Registered Practitioner Information sheet PTO/SB/02C attached hereto.

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OR ☒ Correspondence address below

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Name of Sole or First Inventor: ☐ A petition has been filed for this unsigned inventor

Given Name (first and middle (if any))	Family Name or Surname
Paul D.	Daly

Inventor's Signature	<i>Paul D. Daly</i>	Date	9/25/00
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Residence: City	Troy	State	MI	Country	US	Citizenship	US
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☐ Additional inventors are being named on the _____ supplemental Additional Inventor(s) sheet(s) PTO/SB/02A attached hereto

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DECLARATION		REGISTERED PRACTITIONER INFORMATION (Supplemental Sheet)	
Name	Registration Number	Name	Registration Number
Lawrence C. Edelman	29,299	Pasquale Musacchio	36,876
Mark H. Jay	27,507	Eric C. Swanson	40,194
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Jeffrey P. Morris	25,307		
Donald B. Paschburg	33,753		
Darryl A. Smith	37,756		
Daniel J. Staudt	34,733		
Heather S. Vance	39,033		
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